Hiring of Private Vehicles by NCRPB

*149. SHRI SURYABHAN PATIL VAHADANE: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) the number of vehicles available with National Capital Region Planning Board (NCRPB);

(b) whether it is a fact that NCRPB also hires vehicles from the private persons; and

(c) if so, the details of vehicles hired and the payment made to them during the year 1999 and 2000?

THE MINISTER OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI JAGMOHAN): (a) to (c) 4 (four) vehicles are available with the National Capital Region Planning Board. In case of non-availability of staff vehicle and urgency of the work, vehicles are also occasionally hired from private travel and taxi agencies. The details of vehicles hired and the payments made to them during 1999-2000 are as under:

Year	No. of Vehicles	Payment
19.5.1999	One	Rs. 1451/-
11.1.2000	One	Rs. 3218/-

Also, as per the agreement executed with the Japan International Cooperation Agency (JICA) Team for conducting Feasibility Study of Express ways between Ghaziabad-Meerut & Ghaziabad-Kundli Corridors, two vehicles (AC) with drivers were to be provided from private travel and taxi stands from 20.4.1999 to 2.12.1999 for which payment of Rs. 2,80,583/- was made. This was part of the scope of work.

Policy of Rehabilitation of Slum Dwellers in Delhi

*150. VEN'BLE DHAMMAVIRIYO: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) Government's policy in respect of rehabilitation of slum dwellers in Delhi;

(b) whether Government have issued any Government Order (G.O.) in this regard; and

(c) if not, any when such G.O. would be issued?

THE MINISTER OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI JAGMOHAN): (a) Government have adopted the following three pronged strategy to deal with the slum dwellers in Delhi:

(i) Where the JJ dwellers are residing before 31.12.1998 on land urgently required by the land owning agency for the execution of a public purposes project, such slum dwellers are relocated elsewhere. As per the present relocation policy, allotment of 18 square meters plots is done to pre-1990 squatters and 12.5 square meters to post-1990 but pre-1998 squatters.

(ii) In-situ upgradation of the slum/JJ cluster is resorted to where the land owning agency does not need land in the foreseeable future and gives No Objection Certificate to the effect that such clusters may be upgraded.

(iii) Civic amenities like water supply, street lighting, road, storm water drains, etc. are provided in slum/ JJ clusters which do not fall in categories (i) and (ii) above.

(b) and (c) Government have been issuing instructions, from time to time, to all concerned on the issue.

Privatisation of MUL

*151. SHRI RAMACHANDRA KHUNTIA:
SHRI B.J. PANDA:

Will the Minister of DISINVESTMENT be pleased to state:

(a) whether Government have already decided to privatise the Maruti Udyog Limited, if so, the details thereof:

(b) whether Government have finalised about the fate of the regular and contract employees working in Maruti Udyog;

(c) whether Government will totally lose the control over Maruti Udyog Limited by privatisation; and

(d) whether discussion has been held with the Japanese company and the financial institutions which are likely to participate in the management of MUL?

THE MINISTER OF STATE OF THE DEPARTMENT OF DISINVESTMENT (SHRI ARUN SHOURIE): (a) to (d) Maruti Udyog Limited is not a Government company within the meaning of Section 617 of the Companies Act, 1956. Therefore, the question of privatising Maruti Udyog